



# Las Vegas GROWTH WATCH

1905 - 2005 CENTENNIAL YEAR

## City of Las Vegas Promotes Green Building Practices

As the city of Las Vegas grows, protecting natural resources, the environment and our health becomes increasingly important. Building “green” helps ensure that our built environment uses less water and energy, provides better airflow, and uses fewer natural resources.

### Winter 2005

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The Molasky Corporate Center, with major tenant the Southern Nevada Water Authority, will be the first commercial LEED certified building in Las Vegas.

The city of Las Vegas “Green Building Incentive Program” encourages and assists in the marketing of new, environmentally conscious development. New homes that meet

the program’s sustainability standards will be certified by the Southern Nevada Green Building Partnership. In designing the evolving program,

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Environmentally safe alternatives help create a healthy building by reducing hazardous fumes.

it is critical that it makes sense for the Mojave Desert region. “Strategies should reflect the region’s climate, material availability and building practices,” according to Peter Pfeiffer, a green building expert from Austin, Texas. “An igloo would make sense on the north slope of Alaska, but would NOT be a green building in Nevada.”

The city is working with both local and national partners to develop practicable standards for the region’s unique needs. A green building program in Las Vegas requires much greater emphasis on desert landscaping and irrigation technology that both reduces our water use and mitigates dust and erosion problems associated with the prevalent soil types in the valley. Air conditioning systems also add a challenge, and local green builders will emphasize not only the efficiency of the unit, but also more stringent filtration standards to reduce indoor dust.

It is important to avoid unintended consequences. For example, some

systems, which provide more efficient hot water circulation and may save water, could do so at the expense of increased consumption of electricity or natural gas.

The sheer volume of building in southern Nevada presents potentially far-reaching opportunities. Several builder partners have indicated their hope that strict requirements to use recycled building materials would generate greater demand for recycling both locally and globally.

One of the City’s partners, the Southern Nevada Home Builders Association (SNHBA) is developing its own Southern Nevada Green Building Initiative. Third party inspectors will be independently certifying homes built within this program that meet or exceed certain requirements. They will all be built to standards that exceed the current energy code and the current drought ordinance for further water savings. These homes will include the use of recycled-content building materials, materials from renewable resources, “Green Label” carpeting and construction techniques that



Green Building brochure produced by the city of Las Vegas Planning and Development Department.

optimize resources. They will be built to higher air quality standards using safer paints and more effective air filters.

The city of Las Vegas is also working with the U.S. Green Building Council (USGBC) to encourage the construction of green commercial and industrial buildings. Assembly Bill 3, signed into law by Governor Kenny Guinn in June 2005, requires that public buildings financed or sponsored by the state or local government meet the requirements for the USGBC’s LEED (Leadership in Energy and Environmental Design) certification or equivalent. The legislation also provides tax incentives for privately-developed green buildings which are LEED certified or equivalent. In addition to LEED, another national certification organization, Green Globes, will be meeting with state officials in January to further promote the cause of green building and have its program be considered a LEED equivalency.



# LAS VEGAS ADOPTS NEW LAND USE CATEGORY

The development of a new land use category, Traditional Neighborhood Development, stems in part from the development of standards for the Kyle Canyon Gateway area. To gain input from the public, the city sponsored a design charrette with current and potential stakeholders in November 2003. The participants of the charrette concluded that development within the Kyle Canyon Gateway area should emphasize concepts for a “sustainable community,” including an energy master plan, appropriate infrastructure, site planning for residential and commercial buildings, green design principles and conservation for land and water systems.

Some of the key design principles included in the city’s subsequent 2004 resolution are:

- Sustainable community design
- Well-designed street system
- Diversity of housing types
- Employment opportunities
- Natural open space and parks
- Transit linkages
- Transportation oriented development
- Conservation of natural arroyos

It was originally considered that the existing Planned Community Development (PCD) land use category would be utilized. But the PCD is at odds with the goals and objectives



*Trails are integrated within the neighborhoods.*

identified for the Kyle Canyon area. The new Traditional Neighborhood Development (TND) category promotes a compact, mixed-use development form, rather than the standard low-density development existing elsewhere in the city under the Planned Community Development (PCD) category. The new TND allows for diversity of housing types and encourages the clustering necessary to preserve natural features and open space. It encourages the mixtures of uses that allow for employment near residential areas - thus reducing traffic, improve air quality and conserve fuel. The TND designation calls for a coordinated pedestrian and vehicular network rather than a disconnected street pattern of cul-de-sacs within gated pod developments.

The new TND category more closely follows the goals of sustainable development and can be utilized for the

Kyle Canyon Gateway development as well as other proposed developments that vary from the standard suburban model. The associated Traditional Development (TD) zoning district has been created to implement the General Plan designation and was approved as a text amendment to Title 19 of the Las Vegas Municipal Code on January 18, 2006. The zoning addresses issues such as residential density and commercial intensity, mixture of uses and housing types, preservation of natural features and open space, and other elements of sustainable design mandated by the land use designation. It will be included in the updated Las Vegas Master Plan 2020 and the Centennial Hills Plan.



*Gathering spots for neighborhood events are encouraged.*



*Compact mixed-use development typical of the new land use category.*

# COMMERCIAL DEVELOPMENT STANDARDS

The Commercial Development Standards, first adopted by the city of Las Vegas in September 2002, encourage a more consistent quality of commercial development within the city. The standards address site planning, building placement, landscaping, architectural requirements, buffering and screening requirements, lighting, and pedestrian open space. While the standards have been effective in raising the quality of development, there are elements that are in conflict with other sections of the code and other elements have been problematic to implement.

One of the principal changes to the Commercial Development Standards is any exception to development standards, such as setbacks and lot coverage requirements in commercial zoning districts (P-R, N-S, O, C-D,



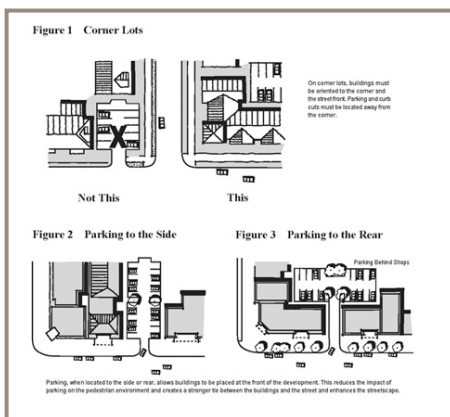
*The commercial development standards are intended to enhance commercial developments and streetscapes in the city of Las Vegas.*

C-1, C-2, C-PB), will no longer be waivers processed as part of a Site Development Plan Review, but will now require the filing of a separate variance application. This change will now make the process the same for commercial districts as currently exists for residential and industrial zoning districts, yet it will not add any time to the application process.

Another significant change is the adoption of an administrative waiver process for certain elements of the design standards, screening and buffering requirements, lighting requirements and parking lot landscaping requirements will now become administrative waivers, which will be reviewed and approved by staff as part of the Site Development Plan Review process. Administrative waivers will be discussed in staff reports. Other elements of the design standards, such as perimeter wall requirements, architectural requirements, and perimeter buffer requirements will continue to require a public notice as waivers.

While most of the design standards have not been modified, some requirements have been changed that repeatedly have shown to be counter productive or conflicting. For example, currently the requirement to provide a solid roof over trash enclosures has resulted in the application of additional building code requirements and the need to provide engineering calculations. The new standard will allow either a solid roof or a trellis structure. In another example, the design standards currently require six feet of landscape area between a structure and an abutting sidewalk or paved area. Due to concerns about irrigation affecting the exterior finish and foundation of the structure, this requirement has been eliminated.

Organizational changes have also been made to consolidate specific standards in a single section of the code, rather than having standards in multiple locations. For example, parking lot landscaping standards can currently be found in Title 19.08.045 and Title 19.10; in the revised document, all parking lot landscaping standards



*The new standards address site planning, building placement and other elements effective in raising the quality of development as shown in the newly updated materials.*

— CONTINUED ON PAGE 5



# CITY OF LAS VEGAS PLANNING AND DEVELOPMENT INSPECTION TEAM

The City Council and Planning Commission want assurance that projects are built as they were planned and approved. The Planning and Development Inspections Team (Team) has been expanded to meet this.

## New Construction

In the summer of 2005, private sidewalks and landscape areas for residential subdivisions were added to the perimeter wall inspection process by the Planning and Development Department. The new inspections include the review of wall location and design, landscape planters, sidewalks, required open space and trail design.

New commercial and industrial projects are also included.

## Conditions of Approval

This inspection type checks for compliance to the conditions of approval established by the Planning Commission and City Council. Project conditions of approval pertain to financial institution specified, billboards, taverns, supper clubs, alcohol uses and other special use permits. The Inspection Team works closely with the Code Enforcement Division of the Neighborhood Services Department when needed.

## Annual Inspections

These inspections include all sites within the city that require a Special Use Permit to operate. Currently, initial inspections are being conducted to ensure compliance. After the initial inspections, an annual administrative review of each site will be conducted to ensure continued compliance.

The Inspections Team has developed a reporting system to record the number of inspections in a given time frame.

The Team has been fulfilling staff requests to inspect properties related to business license requests. As of July 2005, a total of 933 inspections have been completed of which 368 of these have been for off-site advertising signs (billboards). The balance of inspections relate to conditions of approval, new construction and inspections within private right-of-way areas. Staff is now inspecting private right-of-way areas which include sidewalk, landscape amenity areas and perimeter wall areas on an annual basis.



*Inspections require coordination between various city departments as construction begins to ensure it's built to plan.*

## COMMERCIAL DEVELOPMENT STANDARDS – CONTINUED FROM PAGE 4

will be located in Title 19.10. These changes will prevent duplicate and conflicting standards and will make the code easier to use.

The revisions to the development standards were initially reviewed and recommended for approval by the Planning Commission in the summer of 2005. Incorporating the comments received at the the public hearing, the document was forwarded to City Council and adopted in December 2005.



“...and another thing. Amazing factoids that will keep you riveted”  
<http://www.lasvegasnevada.gov/files/4thQtrFinal.pdf>

City of Las Vegas Passes Seattle, Denver and Washington, D.C. in population  
<http://www.lasvegasnevada.gov/Find/7333.htm>

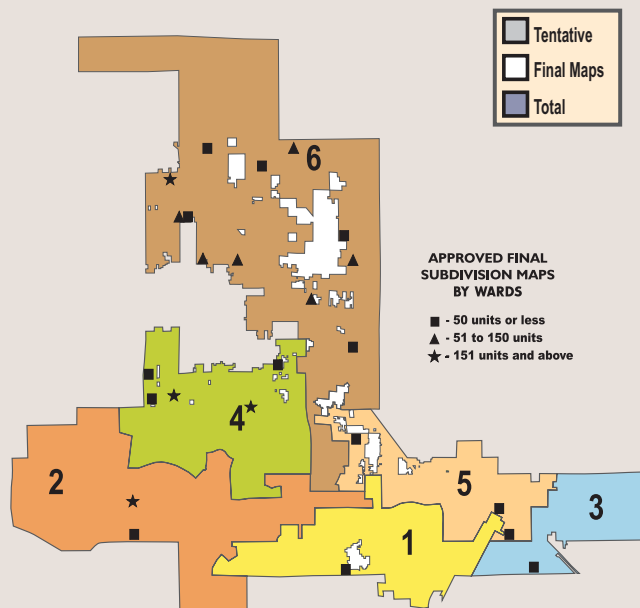
Future Downtown Projects  
[http://www.lasvegasnevada.gov/files/dtprojects\\_December\\_5\\_05.pdf](http://www.lasvegasnevada.gov/files/dtprojects_December_5_05.pdf)

Final Historic Railroad Cottage Reaches Las Vegas Springs Preserve  
<http://www.lasvegasnevada.gov/Find/7344.htm>

New Guidelines To Create Traditional Neighborhood Developments  
<http://www.lasvegasnevada.gov/Publications/7349.htm>

Land Use Applications  
<http://www.lasvegasnevada.gov/Publications/forms.asp?id=5622#5622>

For more information about the Planning and Development Department, visit:  
[www.lasvegasnevada.gov](http://www.lasvegasnevada.gov)

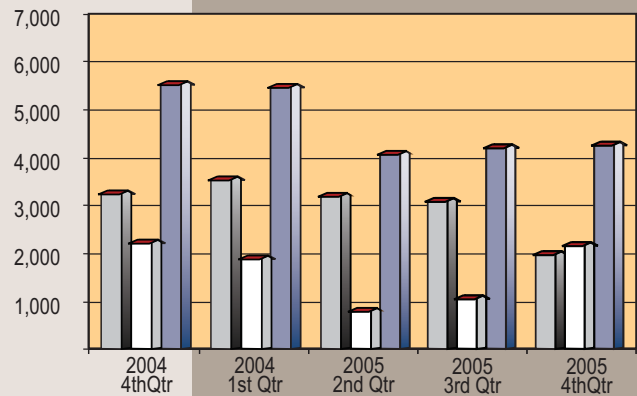


### Leading Economic Indicators For Clark County

"The Southern Nevada Index of Leading Indicators again reveals modest change, up by only 0.1% from last month's value and 1.28 percent for the year-ago level. Tourism and construction continue along strong growth paths, bumping up against capacity constraints. Capacity constraints work to hold the rate of expansion. Still, the upward movement in the index points to further expansion in the first half of 2006."

Source: UNLV Center for Business and Economic Research

### Approved Subdivision Lots



Source: city of Las Vegas

### Approved Subdivision Lots

	Tentative Maps	Final Maps	Total
4th Qtr - 2004	3,365	2,270	5,635
1st Qtr - 2005	3,592	1,972	5,564
2nd Qtr - 2005	3,282	863	4,145
3rd Qtr - 2005	3,187	1,130	4,317
4th Qtr - 2005	2,071	2,291	4,362
% Chg Last Qtr.	-35.0	102.7	1.0
% Chg Last Year	-38.5	0.9	-22.6

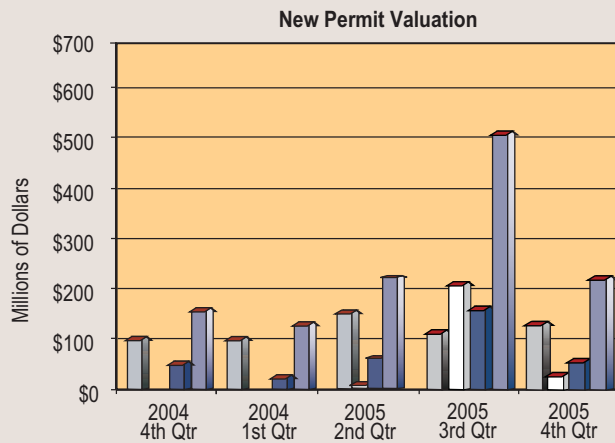
### Leading Economic Indicators

CLARK COUNTY SERIES	DATE	UNITS	LATEST PERIOD	CHANGE PREVIOUS PERIOD	CHANGE YEAR AGO	CONTRIBUTION TO INDEX**
RESIDENTIAL BUILDING						
Units Permitted	Oct-05	#Units Permitted	2,384	-39.28%	34.61%	-0.008%
Valuation	Oct-05	Dollars	\$285,053,371	-36.39%	49.87%	-0.018%
COMMERCIAL BUILDING						
Permits	Oct-05	#Units Permitted	121	-23.42%	89.06%	0.036%
Valuation	Oct-05	Dollars	\$118,110,971	-57.22%	216.17%	0.102%
TAXABLE SALES	Oct-05		\$2,804,193,274	-4.20%	7.17%	-0.053%
McCARRAN AIRPORT	Oct-05	Passengers Enplaned/Deplaned	3,839,120	5.63%	5.31%	-0.066%
GALLONS OF GASOLINE	Oct-05	Thousands of Gallons	65,519,447	2.98%	3.49%	-0.022%
GROSS GAMING						
Revenue	Oct-05	Dollars	\$884,083,360	5.61%	15.24%	0.154%
CONVENTIONS						
Visitors	Oct-05	People	3,303,177	4.09%	-0.90%	-0.110%
Attendance	Oct-05	People	316,867	-44.76%	-45.98%	-0.006%
OVERALL CHANGE*	Dec-05		132.16	-0.01%	1.28%	0.01%

\* The index is a six month forecast (April 1, 2006) from the month of the data (October 1, 2005) and four months from the month of the series (December 1, 2005).

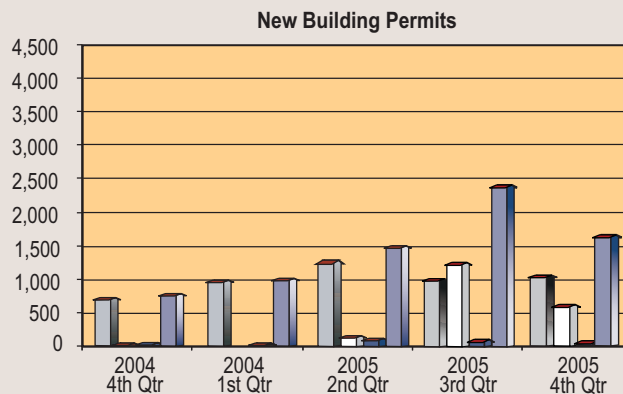
\*\* The contribution to the Index is a net-weighted average of each series after adjustment for seasonal variation.

Source: UNLV Center for Business and Economic Research

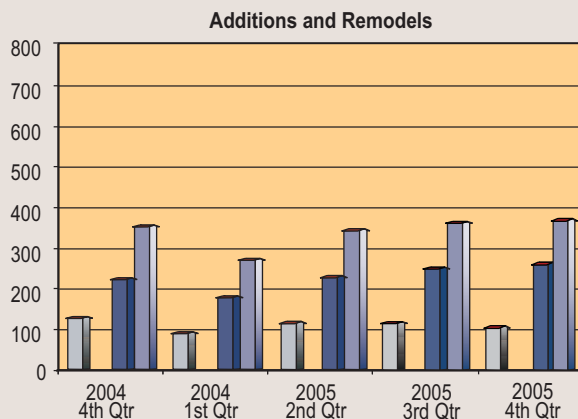


New Permit Valuation				
	Single Family	Multi-Family	Commercial	Total
4th Qtr - 2004	\$107,123,147	\$843,710	\$57,191,934	\$165,158,791
1st Qtr - 2005	\$106,829,564	-	\$29,686,711	\$136,516,275
2nd Qtr - 2005	\$156,667,976	\$8,305,488	\$60,722,061	\$225,695,525
3rd Qtr - 2005	\$132,331,999	\$212,579,578	\$167,598,922	\$512,510,499
4th Qtr - 2005	\$132,379,335	\$28,545,813	\$58,163,453	\$219,088,601
% Chg Last Qtr.	0.0	-86.6	-65.3	-57.3
% Chg Last Year	23.6	3,283.4	1.7	32.7

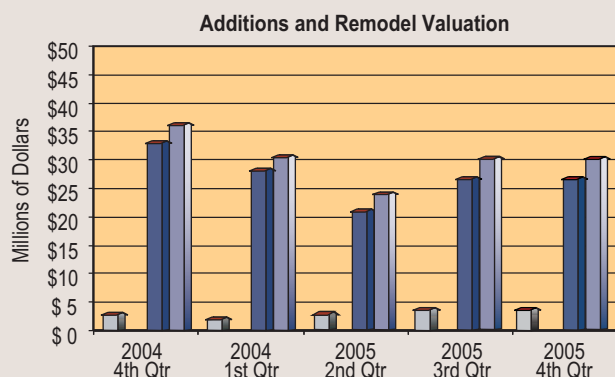
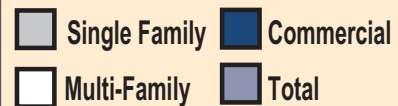
Source: city of Las Vegas (including subdivision information)



New Building Permits				
	Single Family	Multi-Family	Commercial	Total
4th Qtr - 2004	715	12	51	778
1st Qtr - 2005	977	-	27	1,004
2nd Qtr - 2005	1,242	139	65	1,446
3rd Qtr - 2005	1,041	1,267	58	2,366
4th Qtr - 2005	1,010	572	49	1,631
% Chg Last Qtr.	-3.0	-54.9	-15.5	-31.1
% Chg Last Year	41.3	4,666.7	-3.9	109.6



Additions and Remodels				
	Single Family	Multi-Family	Commercial	Total
4th Qtr - 2004	128	-	222	350
1st Qtr - 2005	91	-	178	269
2nd Qtr - 2005	115	-	222	337
3rd Qtr - 2005	111	-	239	350
4th Qtr - 2005	103	-	255	358
% Chg Last Qtr.	-7.2	0.0	6.7	2.3
% Chg Last Year	-19.5	0.0	14.9	2.3



Additions and Remodel Valuation				
	Single Family	Multi-Family	Commercial	Total
4th Qtr - 2004	\$3,123,999	-	\$32,895,097	\$36,019,096
1st Qtr - 2005	\$2,317,013	-	\$28,126,320	\$30,443,333
2nd Qtr - 2005	\$2,994,925	-	\$20,670,964	\$23,665,889
3rd Qtr - 2005	\$3,448,250	-	\$26,739,760	\$30,188,010
4th Qtr - 2005	\$3,385,902	-	\$27,552,076	\$30,937,978
% Chg Last Qtr.	-1.8	0.0	3.0	2.5
% Chg Last Year	8.4	0.0	2.5	-14.1

# JACOB L. SNOW

## GENERAL MANAGER, REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Jacob Snow has led the RTC since 1999 and is responsible for the multimodal transportation planning and development for all of Clark County, Nevada. He spearheaded the negotiations and legislative activities to bring a cutting-edge, optically-guided bus rapid transit technology to the United States for operation in Las Vegas. Known locally as the Metropolitan Area Express (MAX), it began service along Las Vegas Boulevard North in July 2004 and the ridership has increased by more than 30 percent.

In October 2005, the RTC added The Deuce, a premium double-deck bus providing service along the Strip. During its inaugural week, The Deuce carried more than 257,000 passengers. This represents a 57 percent increase over the same time last year along its 17.25 mile route.

The RTC is currently looking at a proposed Regional Fixed Guideway (RFG) project to address our current and future transportation challenges. The RFG is proposed to connect Henderson, Las Vegas and North Las Vegas with the resort corridor. MAX, diesel light rail and electric light rail are potential technologies.

Jacob Snow has obtained additional funding for street and highway projects, as well. He championed a ballot initiative to fund an additional \$2.7 billion worth of streets and highways, and transit projects for the growing Las Vegas community. Reaping some of those rewards today



*Jacob L. Snow, General Manager, Regional Transportation Commission of Southern Nevada.*

are fast-tracking the 215 Beltway, the Freeway and Arterial System of Transportation (FAST), bike lanes and high-speed lane mile projects.

The Las Vegas valley is projected to reach 2 million residents in 2007 and 3 million residents in a short fifteen years. Transit is not the entire answer, but part of the solution. Roads cannot handle the job alone. With a balanced transportation network of highways and rapid transit, we can work towards maintaining the quality of life Southern Nevadans have come to enjoy.

Jacob Snow, a native Nevadan, born and raised in Boulder City, now resides in Henderson. He has a bachelors degree in Geography and his masters in Urban Planning from Brigham Young University. He is on the Board of Directors for the American Public Transportation Association and he received the Public Official of the Year Award from the Southern Nevada Chapter of the American Society of Public Administrators. The Association of Metropolitan Planning Organizations (AMPO) has honored him with a national Leadership Award.



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